3:Royal Institute of International Affairs U-4 (no date)1954 M1 Middle East
Iraq MAI

491 the main roads Baghdad–Kut–Amara–Basra and Baghdad–Kirkuk–Irbil–Mosul, which are at present unmetalled or only partially metalled. The Development Board has allocated nearly ID27 million to these projects.

493 494 Road traffic is light. At the beginning of 1953 the number of registered motor vehicles was given as follows, most of them operating in or around the larger towns: private cars 8,000; taxis 3,500; buses 2,900; lorries 6,500; motor cycles 1,900. In Baghdad an efficient bus service is operated by a State Passenger Transport Board. A private cross-desert bus service links Baghdad with Damascus, and there are private bus services between Iraq and Persia.

504 505 *Basra Port*,[1] lying some eighty miles up the Shatt al-Arab from the Persian Gulf, is the only commercial port of Iraq; an oil port is being constructed at Fao, near the mouth of the Shatt. A small port established during the Second World War at Umm Qasr, on a sea inlet south of the Shatt al-Arab entrance, has since been dismantled. The authority of the Port, which is controlled by a special department of the Iraq Government, extends from the outer bar of the Shatt to a point seventeen miles above the town of Basra. The Shatt is sufficiently deep to admit large ocean-going vessels, but the Fao bar at its mouth requires constant dredging to clear an entrance for the larger of them. During the Second World War extensions were carried out in view of the increased volume of traffic; in consequence there are now 4,500 feet of continuous jetty, providing berthing for eight large vessels at a time and two or three smaller ones, in addition to barge and lighterage berths. Basra Port handles a large proportion of the country's trade. During 1952 some 400 ocean-going vessels, with a net registered tonnage of 1,132,000, and some 260 tankers and water-carriers, with a net registered tonnage of 927,000, were handled by the Port Authority in Basra, Fao, Abadan, and Khorramshahr. During the financial year 1951–2 cargo imported at Basra totalled 511,600 tons and [651] cargo exported 800,000 tons. The closure of Abadan has occasioned the Port a severe loss of revenue, estimated at ID100,000 a month; port and dredging facilities have nevertheless been maintained.

502 *Inland Waterways*. The Tigris between Basra and Baghdad is navigable for vessels of up to four feet draught from February to August except for short flood periods in April and May in some years; during the remaining five months navigation is impeded for long periods. Inland water transport has lost much of its former importance. The last remaining regular navigation

[1] See *Port of Basrah*, official publication of the Port Authority.

3:Royal Institute of International Affairs U-4 (no date)1954 M1 Middle East
Iraq MH1

company ceased operations in 1949 but several small private concerns continue to operate barges, mostly propelled by motor launches. Freight is still carried in sailing craft.

Airways. Iraq is served from London, the United States, most European and Middle East capitals, Pakistan, India, the Far East, and Australia. The main international services are maintained by Great Britain, the United States, France, and Holland, and there are Middle East services operated by Iraq, Persia, Egypt, and Lebanon. The administration of Iraqi Airways is integrated with that of the State Railways, with BOAC as technical adviser; in addition to local services it operates regularly to Damascus, Beirut, Cairo, Tehran, Kuwait, and Bahrain. There are two international airports, at Baghdad and Basra, both of which are scheduled for further development to accommodate the newest heavy aircraft. There are also landing grounds at Mosul, Irbil, and Kirkuk and at the locations of the IPC and associated companies, namely Kirkuk, Ain Zala, and the pipeline stations.

Trade

Iraq imports manufactured goods and industrial raw materials, of which the most important are textiles, clothing, iron and steel, especially for constructional purposes, machinery, motor vehicles and accessories, electrical apparatus, aviation spirit and lubricating oil, rubber and its products, chemicals and pharmaceuticals, wooden packing boxes, soap, timber, paper and cardboard and their products, tea, coffee, and sugar. The expansion of local industry[1] can be expected gradually to lessen the demand for a number of these commodities and increase the demand for others, particularly constructional materials, machinery, electrical apparatus, and chemicals. Apart from crude oil, her most valuable export, Iraq's exports are almost entirely agronomical—grains (especially barley), dates, raw wool and cotton, animals on hoof, hides, skins, intestines, seeds for oil manufacture (linseed, cotton, sesame), and a few minor commodities such as gums, gall nuts, and liquorice root. Iraq has in addition an appreciable transit trade, consisting largely of goods passing to or from Persia.

Before the Second World War, Iraq's chief suppliers were Great Britain, with between 20 and 30 per cent of total imports, Japan, with between 15 and 20 per cent, India, Germany, the United States, and Persia. During the war, when supplies were limited in quantity and directed from specific sources, Britain's share automatically decreased and India became

[1] See above, p. 283.